

STIP Workshop - April 16, 2015 - In 2018, the \$30 Million that was previously set aside for Major Rehabilitation, will be distributed through Asset Management into the Region's Pavement Program

**Previously programmed Major Rehabilitation**

PIN	Status 4/2014	Route	Region	Location	From	Miles	NHS	Cost in Million	TOTAL (Ranking Score)	Region Share (Rehabilitation Funds)		2016	2017	Total
										2016	2017	NHPP	NHPP	
9419	Proposed	I-215	2	4700 S to SR 201	15.50	4.00		\$84.0	55.3	\$25.0	\$0.0	\$30.0	\$30.0	\$85.0

This section of I-215 was completed in the mid 1970's and is at the end of its expected service life. Auxillary lanes are also needed to improve traffic movement and reduce congestion. For the I-15 Salt Lake County Project, I-215 was reconfigured from a 6-lane facility to an 8-lane facility by adding 2 additional general purpose lanes without fully widening. As a result of this, the roadway needs to be upgraded to current AASHTO and UDOT Standards. The concrete pavement is starting to deteriorate to the point where severe cracking, corner breaks and spalling is occurring. UDOT's Pavement Preservation Program on-going pavement maintenance will need to continue as pavement surface conditions deteriorate. The proposed project will fully reconstruct the existing roadway. Reconstruction includes the removal of the old road as well as the base materials it was built on. Reconstruction might also include drainage and drainage systems, new signing and striping, widening, including additional lanes, widened shoulders and auxillary lanes.